



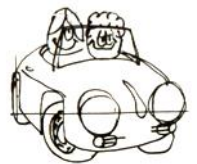
TubTimes

Official newsletter of TYP356ne

VOLUME 15 ISSUE 8 AUGUST 1, 2015



First Annual Club Day



A FUN FILLED DAY FOR EVERY MEMBER

SUNDAY, AUGUST 23RD

11am to 3pm

Endicott Estate, 656 East Street, Dedham, MA.

- Sit under a shady tree or on the veranda of the estate.
- Pack a picnic lunch. The club will provide cold drinks.
- Wear your old 50s/60s clothes if you still have them.
- Enjoy a full variety of 356's from perfect to not so much.
- Swap meet –bring the small stuff you want to get rid of.
- Win a prize for—Your picnic lunch, period dress, or your car!
- The first 50 attendees get a Gift Bag from Unobtanium.

• **Talk to our vendors and sponsors - free consultations!!**

Rainer Cooney, George Nelson and Jay Barry will be there to answer any questions you may have about your 356.

- Westwood Porsche will have several new model Porsches on display.
- Q Car Care of Newton will have a tent setup to demonstrate their services.
- People Kars, a supplier of model 356s, will have a display.

This is a free club-sponsored event!

Support your club, learn more about your car, and have some fun!!

Email [pdq356@gmail](mailto:pdq356@gmail.com) if you know you are coming.

Pre-registration is not necessary, but it helps us plan the event

TYP356NE OFFICERS

President— Tom Tate

Vice President— Peter Venuti

Secretary—Peter French

Treasurer—Dennis McGurk

Membership Chairman—Allen Sisson

Website Coordinator Gordon Nichols

Newsletter Editor —Ed Tobolski

Event Calendar—open

Directors at large—

Norman T. Brust

Louis Frate

Ralph Hadley

Jeff Leeds

PRESIDENTS MESSAGE

The Heat is On

With Summer in full swing, the Tubs are really getting their exercise. If your car hasn't been through at least two tanks of gas so far, you just aren't driving it enough. We have plenty of rea-



sons to get out and row through the gears this month. There is a Cars and Coffee, Founders Day Event, Loafers Lunch, and our first Club Day all before Sept arrives. Don't forget that you are also welcome at the monthly Board Meeting in Dedham on the 4th; we're always done before dark. Check the website for details.

Our Club Day is really beginning to look like it will become the annual event that the Board hoped for as we have had lots of support from outside the Club. As you will find elsewhere in this issue of TubTimes, we will have vendors that love us and a Porsche dealer that will show us how much our cars have changed since the '50s/'60's.

You will find that the more you drive your car the better it will run; fresh gas has a way of improving the driving experience. Of course, you will also get to meet lots of strangers at the gas pump. It is almost impossible to stop for gas with a 356 without someone coming up to talk about your car. You'll have to listen to

stories about the one they had and let get away, or the neighbors car, when they were a kid, or their teachers car when they were in school. It will certainly make you feel a lot smarter because you still have yours.

Let me suggest that, with the high temperatures staying for a while, be sure to check your tires, both for air pressure and age. Under inflated tires tend to flex their sidewalls a lot more than tires that are properly inflated and that means they will heat up more than they should. In cool weather that's not as big a deal, but when we're seeing 90's on the thermometer, the pavement is even higher. I know those aren't Arizona numbers but heat is not a tire's friend; just look at the pieces of rubber that semis leave behind. I tend to run my tires on the high side because my exit ramp speed is higher and they are set at 28/30, front/rear. Your mileage may vary.

Age is the other enemy of tires and the general consensus is that 5 years is the upper limit. Every tire manufactured after 2000 is date stamped in a code just past the DOT letters on the sidewall. If your tires do not have that stamp, it should be on your boat dock, not your car. The code is stamped in four digits the first two is the week, the second is the year. So a date stamp of 5113 would be the 51st week of 2013. Tires are cheap, not a good place to cut corners. See you on the highway. KTF Tom Tate

WHAT'S IN THIS ISSUE?

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2015 CALENDAR OF EVENTS

Events highlighted in **blue** are not TYP356ne sponsored events

August

- Tuesday, August 4th— Board Meeting - MET Bar and Grill, 400 Legacy Place, Dedham, MA. 02027
- Saturday August 8th— **Cars and Coffee- Herb Chambers Infiniti of Westborough.**
- Sunday, August 9th, 1pm - 3pm - Founders Day—Blue Hills drive and catered lunch.
Ken & Gloria Nykiel, see page 4 for details
- Tuesday, August 18th, Noon - 3pm Lobster Lovers Loafers Lunch ~ Northern ~ Alex Dearborn
12 Captain's Way Kittery Point, ME 03905. This event is fully booked, see page 4
- Sunday, August 23, 11am - 3pm - First Annual TYP356ne Club Day. ~ see page 1
Endicott Estate, 656 East St, Dedham, MA 02026. Dennis McGurk

September

- Saturday, September 5, 12pm - 3pm Unobtanium Open House - Adam Wright
14 W Shore St. Ravena, NY 12143
- Sunday, September 6, All day - **Lime Rock - Cars in The Park**, Tom Tate
- Tuesday, September 8th, 6pm - 8pm Board Meeting-
The MET Bar and Grill 400 Legacy Place Dedham, MA 02027
- Saturday September 12th— **Cars and Coffee- Herb Chambers BMW of Sudbury.**
- Saturday, September 12th— **PCA, Northeast Region, Concours Day**, 9am - 2pm,
Larz Anderson Auto Museum, 15 Newton Street, Brookline, MA.
- Saturday, September 12th- Cape Cod Ecotours of Barnstable Paul Vincent and Chip Bechtold
Boat ride, 2hr plus drive. 11am - then lunch Mattakeese Warf. Limit 25 people.
- Wednesday, September 16th, 10:30am - 1:30pm Loafers Lunch ~ Northern ~ Lindsey Carol
- Wednesday, September 16th -19th, **356 Registry -The Southern 356 Drive, Helen, GA**,
Bill Collins, Tom Tate, Jeff Leeds. For more info see <https://www.porsche356registry.org/>
- Sunday, September 20th, 9:30am - 1pm- DYPD, Southeast MA area, ~ Bob DiCorpo and Bill Sooter

October

- Saturday, Oct 3rd—All day, MEISTER TECH & German BBQ, Peter Venuti
- Tuesday, Oct. 6th— Board Meeting - MET Bar and Grill, 400 Legacy Place, Dedham, MA. 02027
- Saturday Oct 10th— **MOT German Car Day**. (rescheduled from June 21st) Tom Tate
- Saturday October 10th— **Cars and Coffee- Herb Chambers of Hingham**
- Wednesday, Oct 14th—10:30am - 2pm Loafers Lunch
- Saturday, Oct. 24th— Tentative event- Wray's Pro Shaper Tech Session, 253 Worcester St.,
Southbridge, MA. 01550
- Friday, October 30 to Sunday, November 1st,- **Hilton Head Island Concours**

November

- Tuesday, November 3rd— Board Meeting - MET Bar and Grill, 400 Legacy Place, Dedham, MA. 02027

December

- Tuesday, December 1st— Board Meeting - MET Bar and Grill, 400 Legacy Place, Dedham, MA. 02027

For more information visit the club website - www.TYP356ne.org

CLUB EVENTS IN AUGUST

SUNDAY AUGUST 9TH - FOUNDERS DAY

"SHOW TIME"

Our theme for this year's Founder's Day is "Show Time". It will feature the 356 as seen in movies over the years. So it's time for Hollywood and the Big Apple to get together for this annual event. Please join on Sunday, August 9th at 294 Palisades Circle in Stoughton, Mass. This is a drive to event so plan to arrive by 1:00PM. Our caterers, Carla and Jay of Silverstone Catering, will serve us a Big Apple luncheon that as usual will be an Oscar nominee once again.

So put on your Glitz, Glitter or Sunglasses, it's all optional except for having a good time with fellow 356 members. Reservations are required as we have only 7 seats remaining. Please email me if you're planning to attend.....kjnykiel@yahoo.com That's a Take!!

Date: Sunday, August 9th
Time: 1 P.M. to 4 P.M.

Location: The Nykiel's
294 Palisades Circle
Stoughton, Mass. 02072

Contact: kjnykiel@yahoo.com
781-344-9501 (House)
781-888-6500 (Cell)

Drive to Event/ Rain or Shine
Limit: 40 members
Cost: \$15 per person



TUESDAY AUGUST 18TH- LOBSTER LOVERS LOAFERS LUNCH

This popular event is fully booked. If you want to get on a waiting list, contact Alex Dearborn at alex@dearbornauto.com

SUNDAY AUGUST 23RD—TYP356NE FIRST ANNUAL CLUB DAY

At the Endicott Estate

This will be the clubs biggest
event of the year.
See page 1 for details.



RECENT EVENTS

JULY 2ND ENDICOTT ESTATE CAR SHOW



A few brave souls weathered the hottest day of the summer, so far, to enjoy the 44th annual Bay State Car Show. There were thousands of vintage cars and people. The Endicott Estate is sprawling and definitely a family friendly day supported by tours of the estate mansion every few hours. A special thank you to Tom Tate, our host for the day, Bill Sooter, Bob Siegel and Gordon Nichols. These men approached the 90 degree temps like true car aficionados

You have to hand it to Bob and Lisa Siegel who kicked it up a notch at the BSAAC car show with a table (Bobs office), a fan (yes electric) and treating us to a variety of drinks, subs and chips. Now this generosity on their part is what makes our club sooooo GREAT! Thanks for sharing with us. Bill Sooter

JULY 16TH LOAFERS LUNCH

Thanks to Tom Coughlin for hosting todays Loafers lunch that included a wonderful driving tour of Westport. Then inviting fellow club members to dine, as his guests, at the Acoaxet Country Club where we had a wonderful meal.



Really could not have asked for a better day weather wise; bright, sunny, no humidity, great visibility to enjoy the view from the deck on which we dined. The view included Horseneck Beach as well as Martha's Vineyard, the golf and tennis courts. Peter Venuti.



Left, Wrights parking lot; above, Westport Point

JULY 18TH RETRO AUTO BBQ/TOUR

Twenty five plus members came out and braved the elements to enjoy the event hosted at Retro Automotive in Claremont NH. Admittedly, it was a little rainy here and there and more than a few of us found that the nick name tub does not mean these cars hold water, at least not on the outside. But these small concerns



were quickly forgotten when we sat down to a wonderfully prepared roast pig with a full complement of side dishes and plenty of dessert. Quickly followed with a tour of their facility where they have an



mazing selection of used and refurbished parts for many Porsches. In fact I know at least half a dozen members walked away with parts of some sort or another. All of this compliments of Matt & Cindy Aldridge and the're team at Retro Automotive.

Check them out at <http://www.retroautomotiveproducts.com/>

In addition to a lovely meal, one of our own members, Steve Restelli, took us on a tour of several covered bridges in the area. Steve, of course, deserves special thanks as well for being our inside man and helping to connect our club with Matt and his team. Steve also did some live streaming video of the event. You can find it recorded on his web site historytv.net in the upper right hand corner.

Also want to congratulate member Ken Taplin, of Blue Hill Maine, for making the longest trek of 290 miles (one way)



in his recently restored 1959 Convertible D. Normally

this sort of recognition would go to members like Tom and Marylou Gentz that drove just over 200 miles or Paul Vincent for his 180 mile drive (Paul actually deserves all our sympathy; he let Bill Sooter navigate and they were almost on Cape Ann before realizing they missed I93 North. Truly a story for another day). Peter Venuti



FEATURED MEMBER - LEN CANNIZZARO



Since we're 'car guys', I assume most are interested in that aspect of my life, so I'll 'heavy up' on that. I was born in 1939 in Randolph, MA and grew up in that area 'til I was 11 and then we moved to Miami, FL due to my Mother's health.

I've always had an interest in mechanical things and things with combustion engines - line controlled model airplanes, War Birds,

trains, cars, trucks, etc. At 14 I bought my first "ride" - a 1947 Cushman step-thru motor scooter. Rode that in Miami 'til I was 16 when I bought a real ride - a black '50 Mercury Coupe.

Did what was 'cool' at the time - wiped the nose, 2" rear lowering blocks, duals with Smitty mufflers, lipped skirts, etc. Weekly entertainment in mid-fifties high school



was to go to Hialeah Speedway quarter-mile oval Stock Car races on Saturday nights with my buddies - mostly highly modified '30's coupes. Some nationally known racers grew from there - Red Farmer, the Rathmann Brothers, to name a couple. The big treat at that time, though, was to go to the fledgling international 12 hour race event at Sebring in March. Just about every sports car manufacturer was there - Ferrari, Maserati, Mercedes, Jaguar, Porsche, etc. etc. with their team drivers - Musso, Fangio, Hawthorn, Moss, vonHanstein, etc. The best!

Went to Georgia Tech in 1957 with my factory, 3-on-the-tree, '56 Mercury 2 door. The California rake was now in - 7.20-15's on the rear, side lake pipes, duals with Chevy truck mufflers, etc. Enjoyed this ride until a fraternity brother showed up with a '55 Austin-Healey 100. It was like a bolt of lightning hit!! Scrounged a ride with him every chance I got. Went home for Christmas break in Miami and traded the Mercury for a '56 Healey -

last year of the original 4 cylinder 100's. The die was cast. Enjoyed the Healey 'til 1965 when I traded it for a '63 Heron Grey Super 90 Coupe. What a car - the Porsche die was now cast!!



Judy and I married in '67 - the Super 90 was our everyday ride. Shortly thereafter the comments started - "this car is too small, it's too noisy (Bursch exhaust), and it rides like a truck" -- bought her a '66 Dodge Dart Slant 6 4-door with A/C and the noise stopped.



Job-wise, I worked for Eastern Airlines after college. Got a position as Sales Rep - Charter Sales - in Detroit in '66. A year later got a promotion to Assistant Manager - Charter & Convention Sales - at the Home Office in NYC. Long story short, two years later got a job as National Manager - Merchandising - at the Burger King Home Office in Miami. Another officer - who was my close friend -- and I soon resigned our positions and became partners and franchisees. We opened our first restaurant in Burlington, MA in 1971.



Regrettably, I had to sell my Porsche at that time. After about 5 years of being 'hobbycarless' I had to have something. Having two young daughters now, though, I had to settle for "big American". Bought a 1939 Chevy Town Sedan

from the original owner - big enough to haul the family and stuff to car events. Yearned now for an open car and bought a basket case 1939 LaSalle Convertible Coupe and did a bare frame up, every nut and bolt, 7 year professional restoration that the car deserved.

Will never do that again. The car was the queen bee and I was the worker. Sold the car and replaced it with a nice driver 1951 Chevy Bel Air hardtop.





Shades of the '50's returned – put on a Fenton split exhaust manifold with dual stainless steel pipes and Turbo mufflers. There is nothing that sounds like a split manifold 6 cylinder Chevy.

In 1997, with the kids now grown and not excited about socializing with us and our car friends, I bought a '69 912 Targa. It was sold new in Hermosa Beach, CA at Vasek Polak's dealership. I'm virtually the second owner. Also had a '63 Alfa Romeo Spyder

about this time, but never really go into it and sold it. Three years ago I bought a '57 Speedster tribute by Vintage Speedsters. Don't laugh – I'm impressed with the fit & finish and it's fun to drive. These are the rides I currently have, as many of you have seen. Judy and I still live in the house we bought in Burlington 44 years ago – a ca.1820 Greek Revival Colonial that's a historic house in our town.

That's my story and I sticking to it.

Len Cannizzaro



MEMBERS 356S

Craig and Amy Bush's 1956 356A Speedster



FEATURED 356— HALI AND SID WILDE'S 56 356A EUROPEAN CABRIOLET

This Porsche European Cabriolet #61063 was originally delivered to and spent at least the first six months in the hands of legendary (VW/ Porsche racer/dealer) PeterMax Muller of Hanover, Germany. Although the sequence is lost in time, the Cabriolet was eventually purchased, in late seventies, from a car lot in Oakland, Ca. and driven for a couple of years before being retired to thirty years for dry storage in central Florida. The previous owner trailed the Cabriolet to the 2009 Daytona Turkey Rod Hot Rod event where it was spotted, complete and rust free, but badly in need of restoration. Several visits and many con-



versations with the owner culminated in the eventual purchase in December 2011 and #61063 was loaded into a Ryder truck and delivered to Meister Restorations, Barnstead, NH for Jerry Draco and Rainer Cooney's magic touch.

As most readers realize, the European emblem (very early 1956 A's) was the surviving model replacing the Pre A Continental emblem Ford was so fond of. Unclear is the number of European Cabriolets produced with estimates ranging from 12 to 66? It is safe to conclude, not many.

This car was treated to an original total rotisserie restoration with Jerry in charge of the flawless Aquamarine metallic paint and Rainer handling assembly/mechanical details. The padded convertible top and red leather seats were sent to Mike Curley in Manchester, NH. Mike too has only one style - perfection.

A more satisfying Porsche project would be difficult find. Now sharing the garage with a 1954 Speedster and 1962 Notchback, at the moment, all the 356 itches have been scratched.

Hali and Sid Wilde, Alton Bay, NH



NEW MEMBERS CARS



Don and Diane Mylchreest's 65C Coupe

The coupe was purchased from the second owner in 1976. It was built for the US market but was delivered to the original owner in '65 at the factory. It includes a few European touches such as the low set reflectors on the rear bumper. It also has a European heater system. The car had always been garaged and the bottom/fenders/longitudinals were slathered with Texaco "L" rust proofing. As a result, there was (and still is) zero rust throughout the vehicle. Really!! In the late 80's, I rebuilt the engine as a 1750 but kept the C cam profile. Runs like a champ.

Sometime in 2002, the coupe was repainted by Jim Newton (from Auto Associates, Canton, CT). My daughter and I spent about 6 months stripping/disassembling the coupe and sent it off to Jim's shop. The interior was left completely original. Jim sent the completed pieces back to the house for reassembly. At some point, Jim and I decided to "outlaw" the car just slightly by deleting the original side decos, removing the bumperettes, and replacing the bumper decos with the GT version. I really like the way it came out. I have the original 4-1/2" chrome wheels but replaced them with 5-1/2" painted 911 wheels



way back when I started track events. I decided to keep the 5-1/2's for the restoration but had them powder painted "silver" to match the OEM wheel. They came back looking "too white" and I was ready to have them resprayed. In the meantime, I drove the completed car to a couple of events (both Porsche specific and non) and half the comments were, "I like the wheels!", so I kept them, for now. The car is now pretty much relegated to Sunday drives, low key car shows and cruise nights. Don

The Mylchreests also own a 2000 TT, a '07 VW GLI which is pretty much Don's wife, Diane's car and '64 VW Bug

(aka Gurty) purchased about the same time as the C coupe. Gurty was Don's daily driver till about 1990. Note- Don's 356 was on the cover of the Nov/Dec Registry newsletter in 2007. Ed



James and Marcia Sexton's beautiful 1963 356B S90 Coupe



SIXTY YEARS AGO by Peter French

Shamelessly pulling stuff from that certain well-known magazine, the summer of 1955 issues did not have even one small Porsche advertisement... the brand was still living on its well-deserved racing prowess. Production Porsches continued to battle... "Ft. Pierce, Florida: the 50 mile, 17 lap race included production Porsches and MG's, and modified cars of Class F and under. The 550 Porsches, driven by Bob Davis and Briggs Cunningham, took 1st and 2nd followed by Fred Landon in a Porsche Speedster." But if Porsche even entered a car in the 1955 Geneva (Car) Show it was not recorded... some marketing effort!

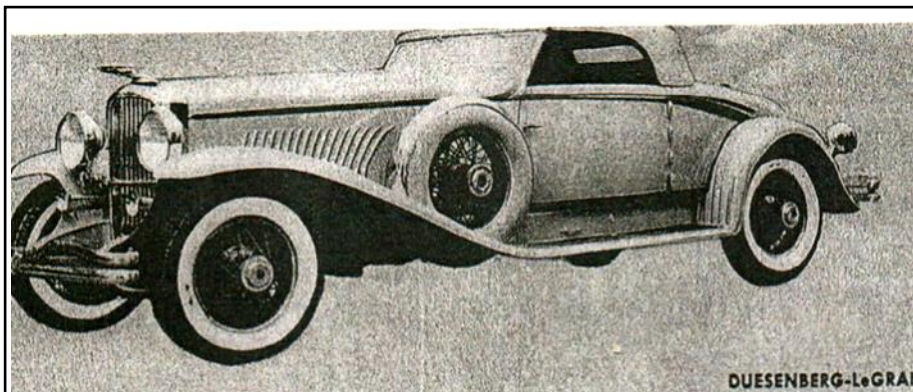
Interesting racing note regarding James Dean; in the Bakersfield, CA San Luis Rey Trophy Race, the winner of F production "Dean" and the overall race results: "1. M. Playan, MG Spl; 2. J. Kunstle, Panhard (s/c); 3. J. Dean, Porsche" The race description went on to say this was a race marked by wind and rain; "By then the squall was in full fury, and a host of sports car tops, creased with long disuse, began to blossom fourth, transforming many a fleet lined roadster into an ugly duckling for the long drive home." Picture this: James Dean driving home an ugly duckling.

But the iconic styling of the 356 was already getting noticed; this magazine (from which I shamelessly pull stuff) gathered together a panel on automotive styling 1928-1955 (in this article they called it *the golden age of motoring*) and the Duesenberg LeGrand roadster 1934 "Model J" won overwhelming acceptance as the number one car of the era. I've always thought this was the most beautiful car ever made; so, I've asked my editors to put a picture of the Model J in here, with the expert's discussion; next, the Porsche 356 with discussion.

J.B.: Let us begin our discussion not at the beginning of styling, but rather at a point where the automobile first began to be looked upon as a thing of beauty—the era of the classic car. In a recent poll of 700 members of the Classic Car Club the Duesenberg model J won overwhelming acceptance as the number one car of the golden age of motoring. So we have a logical starting point.

Duesenberg LeGrand roadster: 1934
MacMinn: Here we find dominance in style trends because of uninhibited elegance in engineering on the grand scale. Belt line sweep followed Continental practice which helps to emphasize mechanical importance by falling and trailing to the rear. Combined fantastic performance range that provided dignity in any situation with a brutish package. Best body designs (like this one) had a restrained quality coupled with a rakish flavor.

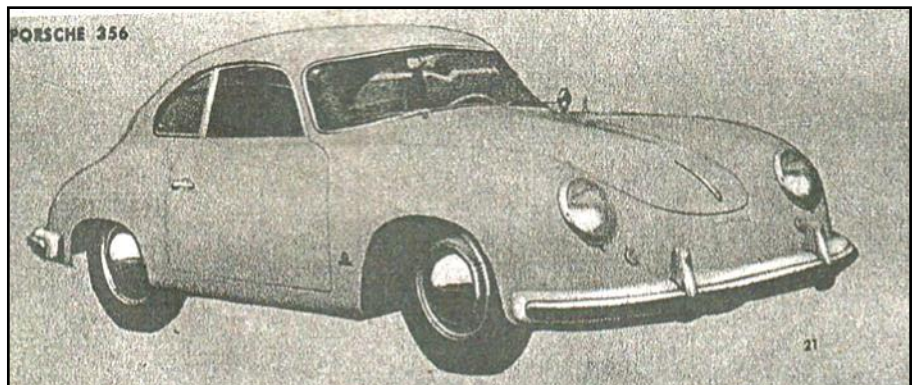
Gurr: More than any other example, the Model J Duesenberg combined the best of the mechanical refinement with the new "soft" sheet metal type of styling beginning in 1932. This was the zenith of a unified "feeling" in assembled mechanical parts.



Porsche 356: 1951

Gurr: First of all the Porsche cannot be compared to other cars styled as a passing period of public taste. The coupe is a thing in itself, born exclusively of its function; comfort with absolute efficiency on a small displacement chassis. Once the car is viewed with this concept in mind, all its softness seems less annoying and its simplicity understood.

MacMinn: The gentle down-curved half-shell loses a directional emphasis, but is claimed to be honestly aerodynamic. Its complete elliptical consistency in all forms gives it a sense of unity, although it makes it look smaller and a little dull.



Dull??? He should drive one anywhere in the world and see how people respond to seeing a 356!!! Ed

The number of Porsches in the US of A was still limited; the 1955 August issue documented 1954 sales of imported cars; Nash metro - 6,617; Volkswagen - 6,344; MG - 3,454; Jaguar - 3,365; Hillman - 2,340; Austin-Healy - 2,003; Ford (British) - 1,622; Austin - 1,528; Morris - 955; Triumph - 952; Porsche - 588; Sunbeam - 553; Mercedes - 437; Hudson Metro - 401; Nash-Healy - 197; Singer - 160; Morgan - 59; Bentley - 35; Rolls Royce - 30; Aston Martin - 24; Panhard - 20; Allard - 15; Siata - 13; Ferrari - 9; others - 592; Total of 32,403. (I wonder what total imported car sales into the US were in 1954; anyone have any idea?)

Peter French

Also in the 55 issue were several interesting for sale ads for 356's including a Spyder, that had a Pan American Road Race history, and Pete Lovely's Porsche-VW Competition Special. You could of purchased all of them for slightly over \$40K. Today they are easily worth more than \$2m. Ed

PORSCHE 550 SPYDER factory entry Pan American Road Race, one race only. Fernando Segura, owner, is leaving the country. \$6500 for immediate sale. 2315 West Main St., Houston, Texas.

'55 SUPER PORSCHE COUPE—Low mileage demonstrator. Telefunken radio. Immaculate show room condition. No trade. \$3595. Shidler Motor Co., 9th and Broadway, Wichita, Kansas.

1954 SUPER PORSCHE COUPE—irate father forcing sale. Blue leather interior, painted white outside. Complete with many spare wheels, etc. \$2100. James Rich, 1901 Whitney, Apt. 4, Houston, Texas.

PORSCHE—1953 Super Coupe. 1500 cc engine up to '54 specs. Black leather interior. Custom silver metallic exterior. Marchall headlamps, 19,000 good miles. Never raced. \$2550. 1954 America coupe. Light metallic blue exterior, matching interior. Seat recliner. Radio. Marchall headlamps. 8000 miles—no races, \$2595. A very pretty and clean road car. \$1.00 for pictures. Specify car. Will drive anywhere for return air transportation. Reason for selling—Sacrifice for cash for acquisition of competition car. J. M. Earl, 8-121 General Motors Building, Detroit 2, Mich.

Dec. 1952 **PORSCHE, SUPER COUPE**, Aztec red, upholstery red and black, engine sound insulated and in A-1 condition. Telefunken radio. For quick sale \$2500. John R. Keller, 5749 Grant Road, South Bend 19, Indiana.

PORSCHE 1954, Super 1500 coupe. Silver blue, radio heater, W. washer, Reclining seat, under 12,000 miles. Never in competition, never modified. Excellent condition. \$3500. H. W. Blacker, 1245 Pearl St., Boulder, Colo.

1952 **PORSCHE 1500 cc Sports Car**—In excellent condition, competition type gear box, \$2575. Write Mr. C. J. Fernandez, 6403 Arts St., New Orleans 22, Louisiana.

1953 **PORSCHE 1500 Super Coupe**, Tutone Blue, seat recliner, windshield washer, radio, excellent condition. Never raced or wrecked. \$2500. Consider Austin Healey or Corvette. Charles Bilyeu, 3046 DeVaughn St., Shreveport, La.

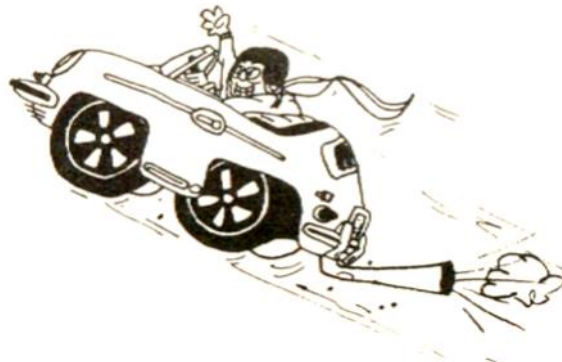
1950 **PORSCHE 1100 Coupe**—CLASS WINNER, strictly stock with radio, a perfect low cost winner for the new Class G. Good condition—only \$1495.00 trades and terms. Thoroughbred Car Company, 4217 N. Western, Oklahoma City, Oklahoma.

PORSCHE. Late 1953 America Coupe. Gray, blue cord interior. Near perfect condition. 8000 miles. Asking \$2500. Buying larger displacement car. Peter J. Kramer, 2047 Cleveland Rd., Sandusky, Ohio.

'54 **PORSCHE Super Convertible**. Gray with blue upholstery and top. 8900 miles. Never raced. Trailer, paint, service manual, parts catalog, and parka included. \$3500. D. Palmer, 1824 South Lakeport, Sioux City, Iowa.

PORSCHE-VW Competition Special. Fabulous performance, excellent record. Completely overhauled, new tires. Extremely potent yet docile enough to drive anywhere. \$3500. Pete Lovely, 812 Sixth St., Bremerton, Washington. Phone Essex 3-3747.

PORSCHE 1500 Convertible, white, registered December 1952. Completely checked at factory last November. New rings, brake and clutch linings, headlight system, tires, etc. Telefunken radio. Pvt. Donald Terp, US 55495920, Dept. B, 9330th TU, Ord, Redstone Arsenal, Huntsville, Alabama.



TUBTECH

This new section in TubTimes is intended to provide useful technical information about our 356s.

Occasionally members will send an email to the membership using, "members@typ356ne.org", asking a question about their cars or other related subjects. Drawing on the vast pool of knowledge among club members, the responses normally are exceptionally useful. In this issue, TubTech will compile some of those emails so that we can see the information in one place.

On July 4, 2015, Gary Resnick asked the following question:

*I have on my 1965 356C --165x80x15 tires on 15 x 5 1/2 Fuchs wheels--
Is this correct?*



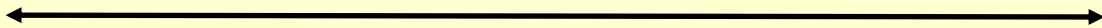
Judy Hendrickson responded first by saying-
Original wheels for 356 C/SC were 15 x 4 1/2. Manual specifies tires as 5.60 x 15 (sport) or 165 x 15 (braced tread low profile). You can use 15 x 5 1/2 wheels. They may rub slightly at full steering wheel lock. I have Vredestein S 80 165 R 15 tires on my 65 SC on 15 x 5 1/2 chrome wheels.

Then, Ray Ashenhurst wrote:

I'm pretty sure that the wheels in 1965 were supplied by Kronprinz, Lammarz and I believe one other supplier. Maybe something like Sudrig. They supplied both the painted and chromed wheels. The very early 911s used these wheels also. The Fuchs came into use on the 911s and 912s one or two years afterwards. I am completely lacking any documentation on this. Somebody please correct me if my memory is faulty, although I'd probably file the correction in a place I can no longer remember its location. Judy is absolutely correct.

Finally, Adam Wright wrote-

By 65 there were only two wheel makers, Kronprinz (KPZ) and Lemmerz. Sudrad had faded away in around 57, but they were only really relevant during the 16" wheels for the pre-A. The 911/912's used KPZ and Lemmerz until the arrival of the Fuchs alloy rims that came with the 67S models.



On June 4th 2015, Lou Frate asked the following question:

*I'm looking for a reputable shop to replace/repair a top on a Beetle and a 58 Corvette.
Any suggestions are appreciated.*

First, Jeff Leeds responded:

Columbia Upholstery, Lawrence, MA. Look in our vender List for address and phone number.

Then, John Pierce responded:

Turner's Upholstery just did my '71 Super Beetle convertible and it came out great. He does a lot of high end cars and is highly recommended.

Steve Turner, 1020 Washington Road, Rye, NH 03870, 603-433-7396

Then Don Buchholtz responded:

Royal Auto Tops on Washington St. in West Roxbury did my Boxster a few years ago.
Good job, nice guy.

Then, James Hannum responded:

<http://www.autotrimnh.com/index.html>.

I have had all my cars done here. Also many of the Porsche repair shops send their cars here. Will have them do my rear window replacement on my Boxster.



Finally, Rainer Cooney responded:

Jim, that's now the shop Mike Curley also works at. There is no one better at upholstery than Mike. He did the top on Sid Wilde's '56 Cab for us and it looks better than anything Reutter could have done. When we went to pick up the Cab he had FIVE Gullwing MB cars coming in next. Very busy, not cheap but well worth the wait to have Mike do your work.

Installation of an Optima battery in '58 Speedster

A few weeks ago, I bought an Optima battery to replace the aging Sears Vintage 6V battery in my Speedster. When I tried to install it, I discovered that the Optima is too wide to fit into the battery box. I posted a message to TYP356ne members offering to sell my new battery and explaining why. I received several helpful responses suggesting that I modify the feet that are molded into the plastic battery case on both ends and then install the battery at an angle.

Here's what I did:

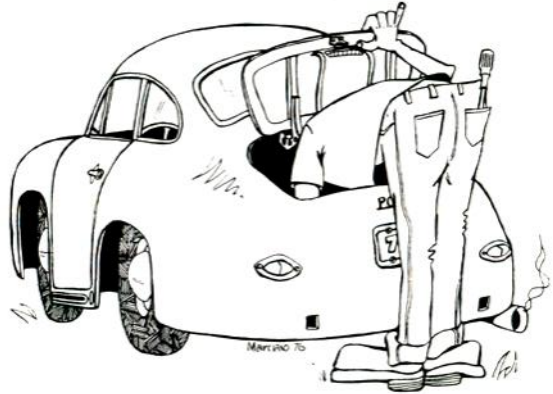
Here's the battery (right) before I removed the feet. Below, I used a pattern bit with my router to remove the feet. If you don't have a router, a hand plane would do just as well. Then I installed the battery at an angle. The left side is tucked into the back corner, the right side protrudes from the box, but not any further than the original battery. Then I installed the cover to hold the battery in place. Everything fits behind the spare tire. Nick Orem



***Bill Collins' 356 Road Survival Kit Short Trips**

Parts

- 1 Spark plug
- 1 Ignition coil to distributor cable
- 1 Distributer to spark plug cable (longest)
- 1 Set of ignition points
- 1 Ignition condenser
- 1 Distributer rotor
- 1 Distributer cap
- 1 6V coil
- 1 set of generator brushes
- 1 bulb kit
- 1 Fuse kit including 8, 16, & 25 amp fuses
- 1 Clutch cable w/lock nuts
- 1 Oil canister top gaskets
- 2 Valve cover gaskets
- 1 Fan belt



Tools

- 356 Factory tool kit and a basic metric tool kit
- 1 Quart motor oil

Misc

Some type of Service manual – I carry a copy of Porsche Technical Manual by Henry Elfrink in the glove compartment. It is available on Amazon. Ed

Cell phone

Paper towels/rags

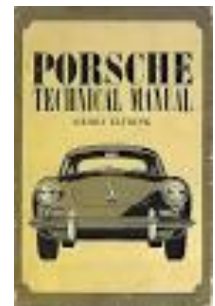
Small can of WD40, a roll of duct tape and a roll of black electrical tape

Windex or other glass cleaner

Flash light, Area map/GPS

Phone numbers for local experts

Rainer Clooney 603-267-2263 (h), 603-776-3561 (cell)
George Nelson 617-333-0275 (h&w), 617-291-5762 (cell)
Edgar Broadhead 603-526-6578 (h), 603-443-7730 (cell)



*Bill Collins probably puts more miles on his 356 than any member and is famous for his long trips in a 356. He has agreed to share his travel kit list to which I've made a couple updates and additions. He also has a much more extensive long distance list. Contact me if you want a copy of either list.
Ed Tobolski, tobolsed@verizon.net

Note -The club also has a travel kit for members to use. Contact Tom Tate if you want to borrow it.

WE CAN SAVE THEM ALL UPDATE

The rebuild of 58013 has begun. Last month #013, a 56 Coupe (titled as a 57), was delivered to Ricks Custom Fabrication for the beginning of a long overdue facelift. Many of you are familiar with Rick and the shop, some have seen the car and the damage close up and I'd like to thank all of those that voted for her as a good representation of a project most people do not want to get into.

Prior to trailering it up to the shop, my wife and I had stripped out everything but the drivetrain and windows. Within the last three weeks, along with some help from Del, I've now got the engine, transaxle and the windows out of the car and safely tucked in the barn at home with the rest of the parts for the duration. The task of sorting, cleaning, addressing issues, finding suppliers, robbing banks and chasing down parts, while Rick bends metal, will come with pitfalls and mistakes but with help and good advice, I hope to keep problems to a minimum.

As with any restoration, how I see things now and how I'll find them during the process will undoubtedly be two very different scenarios. The present plan is to work towards originality but keep an open mind when it comes to performance and reliability. I don't want to change the car but, considering that I have a stash of parts from a 64 C and 65 912, upgrading brakes to



disc and installing the 912 engine with a better transaxle is on the table.

The car did come with a few interesting options, I'll do my best to restore those properly and find out just how unusual the car is. I will NOT be outfitting the car with weisswandreifen, just can't do it. As can be seen in the Kardex, the car was originally delivered to a steel mill in Dusseldorf. While doing a bit of digging, I've found that it seems this company was the first cold rolled steel manufacturer in Germany to supply steel for automobile production. So, was the car a gift, a trade, or simply a purchase for staff to drive? Hopefully along the way I'll be able



to dig up a bit more info to go with the car in the future. Who was the second owner Kurt? He acquired the car quite early on, by the handwriting on the Kardex I'd say around the May 57 service date. When did the car come to the states and with whom? About four years of mystery. I do have some information on the previous owner that the family purchased the car from after its 1961 incident but would love to put together the missing information. Next, she goes on the rack.

PJ Bernard

Fahrgest.-Nr. 58013		Motor-Nr. 63 523		Getriebe-Nr. 12083		Zündschloß-Nr. F 100		Schlüssel-Nr. 7550	
Ausgel. am 25.11.56		Abnahme-Besch. 26.11.56		Motor-And.-Nr.		Farbe: 5604 A saharabeige		Polsterung:	
Garantie bis 26.5.57				Getriebe-And.-Nr.		KD-Haft Nr. 7554		Kfz.-Brief Nr.	
Sonderausführung:					Sonderausstattung:				
					2 Nebellampen, Weisswandreifen 1 Satz verchromte Lochscheibenräder verl. Lenksäule				
Händler: Nordrhein, Düsseldorf					Ort: Land:				
Wagenbesitzer: 1 Grafenberger Walzwerk GmbH.					Anschrift und Bem.: Düsseldorf				
2 Ja. Kurt Borten, Duisburg-Neiderich									
Wartungs- dienste	Gewährleistungs- Anträge	Kulanz-Anträge	km-Stand	Instandsetzung Datum	Händler	Gegebener Betrag	angewiesen am	Natural-Ersatz	geliefert am
1	-	-	-	26.11.56	Kahn & Schum	15.-	21.1.57	-	-
2	-	-	-	19.12.56		15.-	21.1.57	-	-
-	378 916	-	1772	7.12.56	Nordrhein	9.72	4.2.57	-	-
-	26076	-	8945	8.4.57	Rep. Porsche	1485	3.5.57	-	-
-	26032	-	11433	26.4.57	Rep. Porsche	296.66	27.5.57	-	-
KD - 2 M 10.56 HG									

Paul Vincent celebrated his 80th Birthday by driving around the Indianapolis Speedway in an Indy car.

We arrived at the Speedway at 10:45 A.M. Weather was overcast but dry. Upon arriving, I had to fill out paperwork for releases and emergency contacts. I was then directed to a nearby trailer where I was fitted with a fire-proof Nomex suit and shoes. Next was a walk to a classroom where I was the only student. I was briefed on where the accelerator, brake, clutch, and dead pedal were located and then on the following sequence:

Step 1- ignition switch on,

Step 2- push in clutch, ,

Step 3- push starter to start engine

Step 4- I would then be pushed in behind lead car. Once he took off in front of me I would engage clutch and follow 6 car lengths behind him. Out of pit row, I could accelerate as I wished to the maximum governed speed of 130 mph, always following the lead car.

When I reached the car, the instructions were repeated. We were also able to mount a forward facing camera on the right side wing. After being fitted with a flameproof hood, I was fitted to a tight fitting helmet and visor. Into the car I went. No adjustable seat here. Foam pads under the butt, and behind my back until I was able to reach pedals. Not in a seating position, legs are straight out, back slightly arched. Next comes the seat restraint belts that go in all directions and keep you firmly planted to floor and back of cockpit. Not done yet. A large horse collar is next which is firmly secured to sides of cockpit. Now the upper part of my body from head to rump is totally immobilized! Asked if I am comfortable, I try to nod but can't, he says "that's good".

Following the instructions, I dump the clutch, and off we go. Within the first turn we are doing the maximum 130 mph. Sensation is like riding on a roller skate, very rough and loud. You can see everything around you. A Weird sensation is seeing front wheels vibrating up and down, car sticks like glue. Hard to imagine cars going around track at 240+ mph! Ride is very rough and extremely tiring. I went 3 laps and was exhausted. After being extricated from the car, I posed for a picture in full garb. It was a wonderful, once-in-a-lifetime experience to say the least. Paul



If you want to know more about Paul's adventure, go to - www.Indyracingexperience.com

More Pictures From the Retro Auto Tour



PORSCHE ITEMS FOR SALE/WANTED

For Sale -



I am selling my 1959 356A Cabriolet. It is a matching numbers car with the correct COA/data plate colors. The car is beautiful and needs nothing. It drives straight and has a strong freshly rebuilt engine and a completely rebuilt transaxle. The entire car is mechanically and cosmetically perfect. I have the original hard top, steering wheel and original dual function fuel/temp gauge.

More photos here: <http://www.59cab.com>

Listed for sale at \$225K. To 356NE members, a good offer will take it home. All offers considered. A VW camper or 2010+ Cayenne could be a partial trade. Thanks!

Robert Boyle - robert@itellus.com

For Sale -

1965, 356C coupe--

Have had in family for 37 years

(car is a 9 1/2 out of 10)

Pictures & info will be sent if interested-- asking \$85,000
(USD)---contact : garyr356@aol.com



Free -

Over the years we've collected about two and a half rotisseries from cars we have bought. Don't ask why we have a half, it involves a guy delivering a car and the back half of the thing being somewhere between Wyoming and NY. But we are doing the final cleanout of the old Gloversville warehouse and have these. They are free but no shipping, pickup in Ravena, NY unless you want to go to Gloversville. Let me know.



Adam Wright - adam@unobtanium-inc.com

TYP356ne is not responsible for omissions, errors, misrepresentations, payments, etc relative to any classified advertisements. Buy at your own risk!! Send all for sale and wanted items to Ed Tobolski at tobolsed@verizon.net. These items will be run once unless renewed.

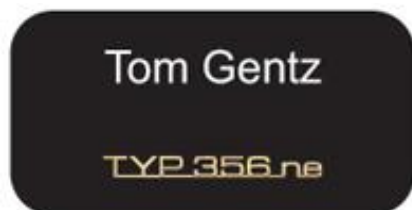
CLUB ITEMS AVAILABLE

Clothing- TYP356ne has an online store where you can order hats, polo shirts, canvas bags, and any other item that Land's End Business Outfitters carry in their inventory. The store address is:
<http://ces.landsend.com/TYP356ne>

You know it is our store because TYP356ne will appear in the upper left hand corner of the website. You can customize any of the items you purchase with the black oval patch and/or the gold TYP356ne script.



Name Tags - We have found a quality vendor that can make and ship you a personalized TYP356ne name badge. They are \$8.50 each with the pin style attachment and \$10.50 each with a magnetic attachment, plus \$3.95 postage. Note: the magnetic backing means you do not have to put pin holes in your TYP356ne polo shirt to wear your name badge.



To order go to <http://www.holmesstamp.com/category.aspx?categoryid=207> and click on the TYP356ne name badge and it will take

you through the process. Within a few days you will have your personalized TYP356ne name badge delivered right to your door. If you have any comments or questions contact Tom Gentz at tgentz@typ356ne.org.

Club Grille Badge

Club members can purchase the "Official Club Badge" for a cost of \$35.00. It is a beautiful badge. Contact Peter Venuti at pvenuti@typ356ne.org for further information.



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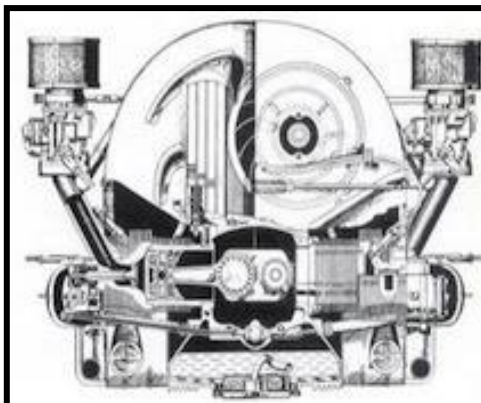
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